COMMUNICATION LINES AND CENTERS[11]

489 Communications are quite well developed in this region, especially in Hopei Province where roads can be easily built because of the extensive plain In northern Hopei Province the highways and railways converge on two main centers, Peking and Tientsin. Peking, the capital of the People's Republic of China, has a population of over 2,000,000. Since the establishment of the Communist government, this historic metropolis has been undergoing extensive reconstruction. Around the Academy of Sciences (Academia Sinica) in the northwestern suburb of the city there is being developed a "cultural town" which upon completion will cover an area one-third larger than the old city itself. Among the dozens of new construction projects in Peking, the Russian Exhibition Hall, opened in September 1954, is the most pretentious and most impressive. It is located outside Hsi-chih Gate in the northwest sector of the old city. The eastern and southern parts of Peking are sites of industrial plants.

361 [162] [543]

496 489 From Peking one can travel northward to Inner Mongolia via the Peking-Pao-t'ou Railway which passes through Kalgan. The latter is located on one of the historic routes traveled over the cen-

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[11] Ch'eng Kuang-yü, Chung-kuo Tu-shih [The Cities of China], Taipei, Chung-hua wen-hua ch'u-pan shih-yeh wei-yüan-hui, 1953.

turies by the Han Chinese and Mongols. Southward from Peking, the Peking Hankow Railway provides ready access to a number of key cities in Hopei and other provinces in central China. These key cities include Paoting, which was the site of the Hopei provincial capital until it was moved to Shihchiachuang in 1954, to the south on the same rail line. Shihchiachuang is a communication center with railways and highways that reach most of the region. Both Han-tan and Hsinhsiang are important cities on the Peking-Hankow Railway; the latter is more and more frequently mentioned in the press because of the growing industrial center at the nearby city of Chiao-tso.

Tientsin as a treaty port has a history dating back to 1860. The extensive inland waterway system that connects Tientsin with many areas in northern Hopei Province adds to the city's commercial value. Completion of the New Harbor at Tangku on October 17, 1952 further enhanced the position of Tientsin by bringing sea-going vessels up to 3,000 tons directly to Tientsin.[12] The Tientsin-Pukow (P'u-k'ou) Railway is the artery of transportation in eastern Hopei Province. On this railway are located such key cities as Tehsien (or Te-chou) and Ts'ang-hsien. There is also a railway connecting Tientsin with Shanhaikuan to the north. Just before reaching Shan-

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[12] Wang Kuang, Chung-kuo Hai-chiang Chih [The Bays and Harbors of China], Taipei, Chunghua wen-hua ch'u-pan shih-yeh wei-yüan-hui, 1954, p. 58.

489 Shanhaikuan the railway passes through Chinwangtao,
504 an ice-free port which has been the main outlet
496 for coal extracted from the Kailan Mine at Tangshan. Shanhaikuan is the eastern terminal of the Great Wall. Between the Wall and the seashore there is an opening of only about five miles. Through this gateway once passed expeditionary troops to the northeastern territories and invasion armies from without.

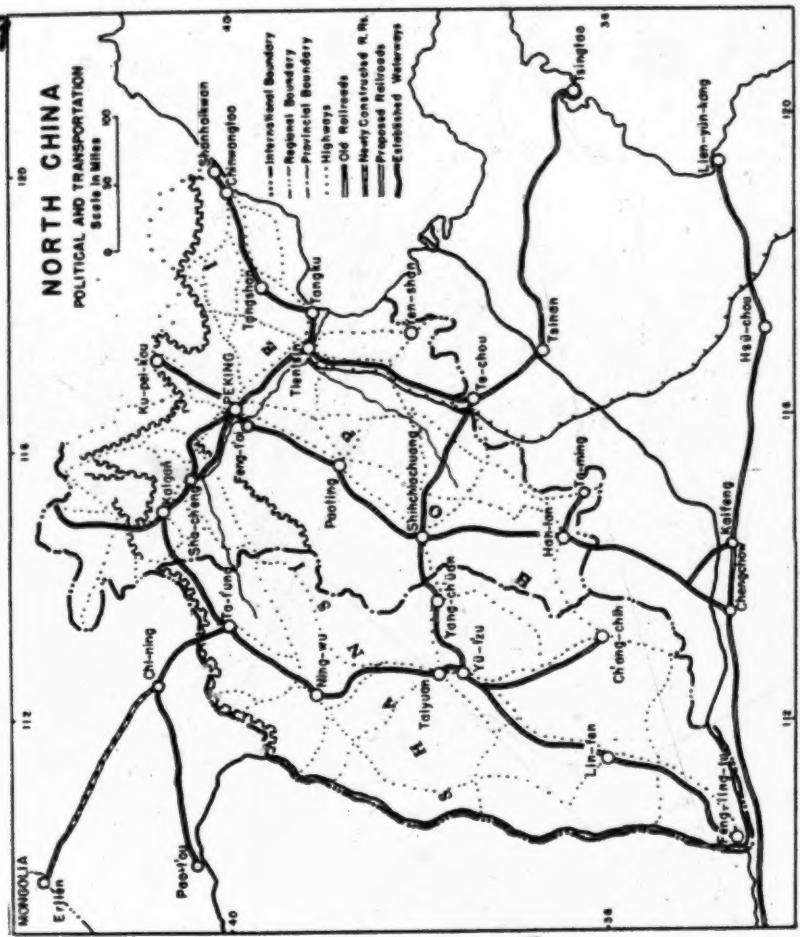
489 In Shansi Province all roads lead to the provin-
496 cial capital of Taiyuan. A short distance to the south of Taiyuan, the Shihchiachuang-Taiyuan Railway from the east connects with the Ta-t'ung --P'u-ch'eng Railway which runs vertically through the province and passes Taiyuan. The Fen River on the west side of Taiyuan is not navigable on this stretch. In the city of Taiyuan there are relatively well-developed iron, steel, and chemical industries.

Ta t'ung is the northernmost communication center in Shansi Province. It has convenient acess to the key points in Hopei Province via the Peking--Pao-t'ou Railway, and it also has direct railway connection with Inner Mongolia.

From Taiyuan southward one can travel on the main railway in Shansi Province to reach the important cities located in the Fen River Valley, the southernmost of which is Feng-ling-tu. Feng-ling-tu guards the southwestern approach to the region. Across the Yellow River it faces the famous city of T'ung-kuan in Shensi Province. If

489 the ferry facilities are improved, Feng-ling-tu
496 will become even more important as a strategic city because the occupation of both Feng-ling-tu and T'ung-kuan gives control of central and west China. At present there are no facilities to ferry the trains at Feng-ling-tu, and ferrying automobiles across the river still remains a trying task. One can also follow the highway due south of Taiyuan and reach the industrial center of Ch'ang-chih in southeastern Shansi Province. Yang-ch'üan to the east of Taiyuan is another coal production center which is served by the Shihchiachuang-Taiyuan Railway.

1:Stanford U. S-4, 5 1956 AF12 North China AF12



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Annex "A," Subparagraph 3e,
Economic Background

TRANSPORTATION AND DOMESTIC TRADE

489 Both railway and ocean-shipping facilities in North China can be considered fairly adequate. The Communists have exerted a great deal of effort to hasten the rehabilitation and extension of the original railway network in this region of China. The reconstruction of the new harbor at Tangku has helped to improve the facilities for handling ocean shipping, highways in the vicinity of Peking and Tientsin have been rebuilt, and air transportation between Peking and other principal cities in China has been greatly expanded in recent years. As the result of this development of transporation facilities, domestic trade in North China has increased rapidly, especially in and arcund Peking where the supply of daily necessities to government employees and urban inhabitants is of prime importance to the smcoth functioning of the present regime.

I. RAILWAY REHABILITATION AND CONSTRUCTION

496 Immediately after World War II, the
499 Nationalist Government began work on the rehabilitation of the railways in North China.

509 Chungking line, the Peking-Mukden-Harbin-Chita line, and the Peking-Lanchou-Tihua Line.[33] International air routes, which are in process of organization, include the China-Burma, the China-India, and the China-Vietminh lines. When they will be opened has not yet been announced. Communist China claims that its civil-aviation goals for the first half of 1955 have been overfulfilled. The number of passengers carried was 13 per cent above the goal set, and the amount of freight carried was 5.9 per cent above that of the same period in 1954. In the same period, the amount of mail carried increased by 76 per cent.[34]

IX. TRANSPORTATION OF KEY COMMODITIES

A. Grains

433 489 Before World War II, North China was a grain-deficient region, forced to depend upon a supply of millet, corn, and kaoliang from Manchuria and upon the import of wheat flour

32. China Weekly, Hong Kong, Jan. 10, 1955, p. 23.

33. Ibid.

34. New China News Agency release, Peking, July 30, 1955.

1:Stanford U. S-4, 5 1956 AF12 North China
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433 from abroad. Since 1952, the North China Region
489 has been self-sufficient and sometimes can report a grain surplus. Rice from Kiangsu and Chekiang and wheat from Shantung are shipped to North China for local consumption or to be processed by the large flour mills in and near Tientsin and Peking. Wheat is transported by rail from Shantung and Honan; rice dealers rely on coastal shipping.

B. Cotton

North China is a cotton-surplus region which produces, as a rule, about 40 per cent of the country's total output of cotton. Cotton grown in Hopei and Shansi is usually shipped by rail to Shantung and Kiangsu in East China; a certain amount of Shantung cotton is shipped by rail to textile mills in nearby Hopei. Part of the cotton processed in Hopei is sent through the port of Tientsin to Shanghai, Tsingtao, Chefoo, and other ports in Shantung Province.

C. Coal

North China usually produces a surplus of coal each year. After an amount is set aside for local consumption, the remainder is shipped to other regions. Coal mined in Hopei

1:Stanford U. S-4, 5 1956 AF12 North China
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and Shansi is shipped by rail to East China by way of the Peking-Hankow, the Hankow-Canton, the Tientsin-Pukou, the Tsinan-Tsingtao, and the Shihchiachuang-Taiyuan railways. Coal from the mines at Kailan meant for East China coastal cities is usually loaded at Chinwangtao Harbor.[35]

XII. DOMESTIC TRADE

"State socialism" is the guiding principle for the economy of Communist China. The present stage of transition allows for state-owned, co-operative, state-capitalist, and individual trade and industry.

A. State-owned Trading Companies

In 1950, six domestic trading companies were established with branches and sub-branches in nearly all of the major cities of North China. These are: the China Food Company, the China Textile Company, the China Salt Company, the China General Merchandise Company, the China Coal and Building Materials Company, and the China Native Products Company.[36] The

35. Economic Weekly, Shanghai, May 25, 1950, p. 9.

36. Newspaper Reading Handbook, Hankow, Yangtze Daily, 1950, pp. 422-23.

1:Stanford U. S-4, 5 1956 AF12 North China
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543 The total trade volume of the fairs listed above amounted to approximately US$350.4 million. The "native products fairs" held at Tientsin during the course of 1952 accounted for an estimated 72 per cent of the total trade volume. Tientsin is the industrial and trade center of North China and most of the commodities produced in this region are sent to Tientsin for sale and distribution.

XV. CONCLUSION

489 Commodity movements between the four regions of China are by rail and by coastal shipping, with railways handling the greater volume of freight traffic. Transportation facilities between the various regions of China are, for the most part, by rail. The recent completion of the section of the Peking-Paot'ou Railway between Feng-t'ai and Sha-ch'eng will facilitate transportation and will be of special value to through-traffic between Peking and Moscow by way of the Chi-ning--Erhlien--Outer Mongolia Railway. The building of the new section between Feng-t'ai and Sha-ch'eng is considered of great importance -- a triumph of the present regime. Passenger and freight traffic has tripled since the summer of 1955.

2: Gamble S-5 (1926-1933)1954 AF12 North China AF12

stead of crossing it. If the grading was not too exact and some of the summer run-off stayed in the street, it would be still better for the feng-shui.

Except for the road from the station to the city and some of the main roads inside the city, Ting Hsien had no paved roads.

Open, springless, iron-tired carts made of date, locust, elm, and willow wood, with wheels 3′ 8″ in diameter, furnished a large part of the local transportation. Their cost ranged from $60 to $80. Other means of transportation were wheelbarrows, rickshas, pack animals, and human carriers. The charge for hauling by cart was $3.00 a day for a one-animal cart and $4.80 for a two-animal cart. This was about 60 cents per 100 catties, as the usual load, when the roads were dry, was about 500 catties for one animal and 800 catties for two. A day's trip was about 80 li. This made the charge per ton mile about 34 cents. For wheelbarrows the charge was about 80 cents per 100 catties per day's travel of 70 li, 50 cents per ton mile. For rickshas, which would carry about 200 catties, the charge was $2.00 per day or some 54 cents per ton mile. Pack and riding mules were rented for $2.00 a day. A day's trip was 80 li. Porters carrying 100 catties of goods charged $1.00 for a day's journey of 80 li, 57 cents per ton mile. Special mule carts for passengers cost $4.00 for a day's trip of 100 li.

General freight transportation was provided by five shipping companies and two mule suppliers.

Rickshas were reported to have first come to Ting Hsien in the 10th month of 1927. Then there were only three. In 1931 there were 79. Their cost ranged from $90 to $120. They rented for $4.00 or $5.00 a month.

The Peking-Hankow railroad furnished north and south rail transportation for passengers and freight. Tickets were first sold in Ting Hsien in 1900. There were three stations in the hsien about 10 miles apart. The one of Tinghsien, about six li from the city, was an express stop. In 1928 the railroad handled some 3,000,000 catties of cotton, 3,000,000 catties of pears, 1,500,000 catties of sesamum oil, 1,000,000 catties of peanuts, and 1,000,000 pieces of cotton cloth.

Five postal routes radiated from the city along the hsien roads. There were postal agents in the market towns and in some of the larger villages. In other villages the business was handled by a local store which received from $1.50 to $15.00 a month for its services. For most of them

3:Chao E-5 (1939-1941)1948 AF12 North China AF12

isolation is quite voluntary. The separation between the low and the rest is, however, largely involuntary. The isolation in this case is not quite as complete as that of the rich family.

Social communication is a very subtle factor in human cooperation. As there are so many factors conditioning and, in a way, hindering the process of free communication, P'ing-chiao-tsun is not a very integrated whole. Collective action,[27] if it exists at all, is in need of a sound basis. Thus the principle of political inaction has its root in social communication.

Urbanization

In many respects, the village folks may have their characteristic ways of life; P'ing-chiao-tsun, nevertheless, is a part of the larger community of Peiping, economically, politically and socially.

P'ing-chiao-tsun is at present connected with the city of Peiping by two highways and one railway line.[28] Bus services are available at a distance of four miles and the railway station is about one mile away. No rickshaws are available in the village, but their supply is plentiful in the nearest town about a mile away. Only one bicycle is found and it is the property of the school principal. On business trips, the villagers may use their own carts, hire a rickshaw, or use the railway. On pleasure trips, they prefer to economize their financial resources at the expense of their own organic energy. The time-distance on foot is about two hours to the nearest city-gate. Unless on very special occasions, females have very little chance to see the city. The school principal is the most frequent visitor to the city.

Agricultural products are sold if at all to the agents in the nearest market-town, and very seldom directly to merchants in the city. There are, however, two families in the village which have duck-raising as their occupation. On the days of temple-fairs in the city, the heads of the families with their assistants drive their stock to their customary market-places. These two families have their interests more in the city than in the village. Mr. W-, the head of

27 On general sociological principles of social interaction and collective action, see R. E. Park and E. W. Burgess, **Introduction to the Science of Sociology**, Chicago, 1924; also Richard T. LaPiere, **Collective Behavior**, New York, 1938.

28 On the influences of communication agencies upon social life, see M. M. Willey and S. A. Rice **Communication Agencies and Social Life**, New York, 1933.

6:Young et. al. E-5 (1928-1929) 1930 AF12 North China AF12

river flows northeast to Ching Ho town and then joins the *Sha Ho* (沙河) a few miles east. In olden times this small river was partly utilised for transportation purposes, but owing to the accumulation of sand in the river bed it is no longer navigable. 133

The soil is primarily a light sandy loam, typical of the district, The water table is at a moderate level except in the case of the hilliest parts which have rather a poor water supply. Soil fertility is normal although little artificial fertilizer has been applied to the land. The land is suitable for the cultivation of the ordinary northern crops, such as corn, sorgham (Kaoliang), wheat, beans, etc. Because of the amout of water obtainable from artesian wells it would be possible to introduce the cultivation of rice into this district as has been done around the Jade Spring Mountain. 134

After leaving Peping Ching Ho is the first halting place on the road to the northwest of China by the old government eighteen foot-wide highway which passes through the centre of the town on its way to Kalgan and Mongolia. In the old days it was kept in good repair, and served as a means of communication both for heavy transport and swift messages, but since the building of the Peking-Suiyuan Railway little attention has been paid to the old highway. Gradually the fields are encroaching on its great width, and the surface is becoming rough, making it very inconvenient to travel. It was thought that the building of the Peking-Suiyuan Railway with a station at Ching Ho would be a valuable asset to the town. Unfortunately the station was built a mile away from the town and 489

6:Young et. al. E-5 (1928-1929) 1930 AF12 North China AF12

489 most of the passengers and goods travel diractly through to Peking.

Rickshas and donkeys rank foremost among the means of communication, by which the journey from Te Sheng Men to Ching Ho can be made within one hour for about thirty cents. By bicyle, which is another much-used means of transport, the journey from Peping to Ching Ho can be made in thirty minutes. For heavy transport horses and carts are mostly used. The railway does not serve the locality well because of its inconvenient schedule, and location. The town contains a second-class post office, but there is no telegraph service. Telephone service is available, but owing to the thrifty habits of the people only two of the stores have made use of this facility.

II'. Political Relationship in the District.

631 Ching Ho is the centre for local politics, local communications and local trade. In order to proper y understand the town itself, some account of the ecological relationships with the neighbouring district must be given. There are at least three kinds of relationship which should be dealt with in the present survey: the political, the trading and the social, and these will be discussed in turn.

Ching Ho is the centre of two political districts; it is the headquarters of the Fifth Political District of Wan Ping Hsien (宛平縣) and also the headquarters of the Ninth Station of the First Police Nistrict of Peping North. This dual service is made possible by arbitrarily dividing the town into two parts, each part being made the centre of one district. The

7: Gamble S-5 (1926-1927) 1933 AF12 North China AF12

groups, the average was between $14.50 and $17.80 per year. The minimum, $12.60, was the average for the $5 group; the maximum $27.80, the average for the $300 group. There were five income groups with averages of more than $20 per room. Four of these were the groups with incomes between $15 and $35 a month. Their high averages may be accounted for in part by the fact that the average number of rooms per family is less than two for all the groups below $35 a month.

The average expenditure per person increased fairly regularly. It was $5.05 for the $10 group; $10.40 for the $40 group; $15.90 for the $100 group; $17.50 for the $200 group; and $24.85 for the $300 group. (Table 30.)

When the families are grouped according to the amount of income per cost consumption unit, rather than the amount per family, the proportion spent for heat, light, and water shows a regular and steady decrease from 11.6 per cent for the group receiving $5 to $9.99 per month, to 4.1 per cent for the group with more than $60 per unit per month. (Table 14.)

Fuel

Peiping is fortunate in having coal available in the Western Hills some 15 miles from the city walls, near enough to be brought in on camelback, as well as by train. Large amounts are also shipped by railroad from the Kailan and other mines in Hopei and Liaoning. Coal also comes from Shansi when the railroads are able to transport it.

Lump coal was used to some extent by 220 families. The average expenditure for the year, however, was only